

## IN THE CLAIMS

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Please cancel all pending claims and add new claims 12-22.

12. (New) A level limit valve for the fuel tank of a motor vehicle, the valve comprising:

a valve body which can be positioned inside the fuel tank on the end of a fuel filling pipe, the valve body having an inlet port connectable to the filling pipe and an outlet port into the interior of the fuel tank;

a carrier attached to a downstream end of the valve body;

a flap disposed in the valve body which is pivotally secured between a closed position which tightly closes the outlet port and an opened position which opens the outlet port;

a lever rod connected to an outer side of the flap; and

A float movably connected to the flap via the lever rod for pivotally moving the flap, the lever rod penetrating through the outlet port when the flap is in the opened position, a central axis of the valve body and a pivot axis of the flap extending in an essentially horizontal direction, the float being disposed on the top of the carrier and being pivotally mounted to the carrier via a linkage so as to be vertically movable, the carrier defining a centrally located opening through which the lever rod extends.

13. (New) A level limit valve as in Claim 12, wherein an escape boring is defined through the valve body connecting an interior valve chamber with the interior space of the fuel tank.

14. (New) A level limit valve as in with Claim 12, wherein the valve body is essentially in the form of a tube section, whereby on the end surface facing fuel flow, a transverse wall is present, the wall containing the outlet port, on the inside of which a sealing edge is placed which peripherally encompasses the outlet port and coacts with the flap.
15. (New) A level limit valve as in Claim 14, wherein the pivot axis of the flap is aligned with two pivot pins formed on the flap by cross pieces extending from the flap rim, whereby the pivot pins, pointing away from one another above the cross pieces in the pivot axis, engage in bearing seat on the inner side of the transverse wall.
16. (New) A level limit valve as in Claim 15, wherein the bearing seats are each made from a valve body web formed on the transverse wall inner side, the web extending into a space between the flap periphery and the pivot pin and being formed from the valve body wall.
17. (New) A level limit valve as in Claim 14, wherein two detent clips are located on an end of the inlet fitting extending in the direction of fuel flow, the inlet fitting being connected to the filling pipe and connected to the inlet port of the valve body, the detent clips protruding through the inlet port into the interior chamber of the valve and fixing the pivoting pins in the bearing seats.
18. (New) A level limit valve as in Claim 12, further including a flow diverter placed in the direction of flow before the flap to prevent a direct impact of the kinetic force of the flow on the flap when the flap is in its opened condition.

19. (New) A level limit valve as in Claim 18, wherein the flow diverter is disposed in the connection fitting.
20. (New) A level limit valve as in claim 12, wherein the lever rod is pivotally mounted to the carrier.
21. (New) A level limit valve as in claim 20, wherein the float, when floated by fuel, is pivotally movable off the carrier as constrained by the lever rod and linkage.
22. (New) A level limit valve as in claim 21, wherein the lever rod and linkage are configured so as to provide a parallelogram linkage arrangement between the carrier and the float.
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